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AUTHORITY

AGO ltr 29 Apr 1980

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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

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IN REPLY REFER TO

AGDA (M) (16 Sep 70)

FOR OT UT 702011

18 September 1970

AD 875017

SUBJECT: Operational Report - Lessons Learned, Headquarters, 6th Transportation Battalion, Period Ending 30 April 1970

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Donald L. Geer*

DONALD L. GEER  
Colonel, AGC  
Acting The Adjutant General

1 Incl  
15

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ASSISTANT CHIEF OF STAFF FOR FORCE DEVELOPMENT  
(ARMY) ATTN: FOR OT UT, WASHINGTON, D.C. 20310

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AD No. —  
DDC FILE COPY

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 6TH TRANSPORTATION BATTALION (TRUCK)  
APO 96491

AVCA SGN AB A CO

1 May 1970

SUBJECT: Operational Report - Lessons Learned, 6th Transportation Battalion (Truck), Period Ending 30 April 1970, RCS CSFOR-65 (R2).

THRU: Commanding Officer  
48th Transportation Group (Motor Transport) ..  
APO 96491

TO: Assistant Chief of Staff for Force Development  
Department of the Army  
Washington, DC 20310

1. OPERATIONS: Significant Activities

a. Command: No Change

b. Organization: On 6 March 1970 the 563rd Transportation Company (Medium Truck) was assigned to this command from the 7th Transportation Battalion (Truck). The 261st Transportation Company (Light Truck) was assigned to this command from the 48th Transportation Group (Motor Transport) on 20 March 1970. Also, on 20 March 1970, the 233rd Transportation Company (Heavy Truck) was transferred from this command to the 7th Transportation Battalion (Truck). (See organizational chart, Inclosure 1).

c. Annual General Inspections and Command Maintenance Management Inspections: Inclosure 2.

d. Personnel, Administration, Morale, and Discipline:

(1) The personnel posture within the 6th Transportation Battalion has shown a slight decrease during the last quarter. During this period three (3) officers departed and five (5) arrived in the command, representing 5% and 7% respectively of the authorized battalion officer strength. The three departures were the Battalion Operations Officer, one company commander and one platoon leader.

(2) A shortage of qualified personnel still exists in MOS 64B, Heavy Truck Driver. Authorized 846 driver personnel, the battalion has 755 drivers assigned as of 30 April 1970 for a 13% shortage of authorized strength. Of the 755 assigned drivers, 126 (17%) are infantry trained (MOS 11B) and are in an OJT status.

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SUBJECT: Operational Report - Lessons Learned, 6th Transportation Battalion (Truck), Period Ending 30 April 1970, RCS CSFOR-65 (R2).

(3) A shortage of experienced non-commissioned officers exists at the platoon and squad levels within task units assigned to the battalion. Particularly critical are qualified Truckmasters (64C40), Motor Maintenance Sergeants (63C40), and Supply Sergeants (76Y40).

(4) During the reporting period, this battalion suffered no combat personnel losses or casualties.

(5) Awards and decorations earned by members of the battalion during this reporting period include:

(a) Bronze Star for Valor:	0
(b) Bronze Star for Service:	2
(c) Bronze Star for Achievement:	12
(d) Army Commendation Medal for Valor:	0
(e) Army Commendation Medal for Achievement:	8
(f) Army Commendation Medal for Service:	58
(g) Purple Hearts:	0
(h) Safe Driving Awards:	259

e. Operations:

(1) During the reporting period ending 30 April 1970, the truck companies attached to this battalion were engaged in Line Haul, Port and Beach Clearance, Driveaway, Retrograde Movement, and Through-put motor transport missions in III and IV Corps Tactical Zones. Combat service support was provided to the 1st and 25th Infantry Divisions, 1st Cavalry Division (Air Mobile), 11th Armored Cavalry Regiment, Royal Thai Army Volunteer Force, and Royal Australian Task Force. Convoys were operated to Quan Lai, Phuoc Vinh, Lai Khe and Vung Tau on a regular basis. Other convoy destinations were Tan An, Dong Tam, Vinh Long and Ben Tre'. The primary Port and Beach mission was the clearance of all classes of cargo from Newport. Class I, II and IV were the primary commodities moved. Inter-depot motor transportation in clearance of Class V from Cogido Barge Site continued on a daily basis. Local Haul service was rendered in the Saigon, Long Binh and Bien Hoa area. All elements of the 6th Transportation Battalion were actively engaged in support of combat forces during all 89 days of the reporting period.

Incl

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AVCA SON AB A (C)

1 May 1970

SUBJECT: Operational Report - Lessons Learned; 6th Transportation Battalion (Truck), Period Ending 30 April 1970, NOS OSFOR-65 (22).

(2) Motor Transport performance summary for the period is indicated below:

	<u>TONS</u>	<u>MILES*</u>	<u>TON MILES</u>	<u>PAX</u>
February	121,459	569,526	2,383,188	9,200
March	106,532	546,987	2,096,941	11,679
April	<u>99,399</u>	<u>536,692</u>	<u>2,193,008</u>	<u>9,659</u>
TOTAL	327,390	1,653,205	6,673,137	30,538

\* Includes loaded and empty mileage.

(3) Tonnage transported by this battalion decreased from 351,376 tons, reflected in the previous quarterly report, to 327,390 tons for this reporting period. The primary factors contributing to the decreased tonnage during the reporting period were three fold. Class V tonnage available at Cogido Barge Site has seen a steady decrease throughout the reporting period. Highway compatible cargo entering the Newport/Saigon dock area decreased during the reporting period, and line haul commitment for Class V cargo lessened resulting in decreased tonnage available for this battalion's line haul assets.

(4) During the reporting period a combination of sixteen (16) 5 ton cargo trucks with drop sides and seventeen (17) 5 ton tractors with forty (40) 12 ton S&P trailers were utilized in the day/night Cogido Barge Site clearance operation. The Cogido trailers were partially boxed to reduce Class V spillage. Increased command interest on the Cogido operations from the battalion and company level insured that maximum utilization was made of all personnel and equipment committed to the operation. During periods when the influx of Class V cargo was light, a portion of the Cogido assets were temporarily transferred into other areas of the battalion's local operations.

(5) Discharge of Class V through the Bien Hoa Barge Site has been sporadic during the reporting period. This operation required the utilization of six (6) 5 ton tractors with 12 ton S&P trailers. This is a daytime only operation and still has not proven to be 100% efficient because of the lack of a steady flow of cargo.

(6) The 6th Transportation Battalion continued the mission of Saigon and Newport port clearance throughout the reporting period. The volume of tonnage decreased slightly and this battalion adjusted its assets to successfully attain maximum efficiency in accomplishing the port clearance mission. With an over-all total of one hundred (100) 12 ton S&P trailers, the port clearance capability of this battalion remains as high as any previous period. The static commitment of forty-five (45) 5 ton tractors during the day and thirty (30) at night gives excellent service to the consignees in the Long Binh/Saigon area.

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The low maintenance requirement on the trailers, coupled with improved tractor maintenance, enables this system to maintain maximum operational assets, thereby minimizing a buildup of highway compatible cargo in the port.

(7) The continued use of USATSA non-refrigerated vans for the transport of freeze and chill cargo was in effect throughout the reporting period. The use of the vans expedites loading and off-loading, and also maintains the desired temperature for the Class I cargo. Additionally 12 ton S&P trailers were used to move chill cargo. Covering the cargo with canvas tarps, this proved to be a fast, efficient method of moving chill cargo.

(8) In conjunction with the port operation, maximum utilization of vehicles is being made by back hauling retrograde cargo from the Long Binh Collection, Classification and Salvage Yard to Newport. During April the static commitment of twenty (20) 12 ton S&P trailers for Collection, Classification and Salvage operations was increased to twenty-five (25). These trailers are used primarily for the movement of retrograde vehicles from Long Binh to the Newport Docks. The past 89 days have seen increased emphasis on retrograde operations concerning the troop withdrawals now under way in the Republic of Vietnam.

(9) During April a new Trailer Transfer Point (TTP) was established at Quan Loi. The TTP is controlled by two 6th Transportation Battalion personnel. Accountability is now improved due to the direct trailer control by the battalion personnel at the Quan Loi TTP. The purpose is to lower trailer dead line rates and decrease the number of trailers having to remain overnight at Quan Loi. The improved security aspect of the inclosed TTP greatly enhances this battalion's ability to maintain cargo for off-loading at a more appropriate time.

#### f. Training and Organization

(1) During the reporting period, this battalion continued the defensive driving program. Command emphasis was focused on this program and the importance of defensive driving principles was stressed at all levels. Favorable results have been achieved as a result of this program.

(2) In order to train newly assigned personnel in the best possible manner, coordination was effected with the 1st Cavalry Division (Air Mobile) and arrangements were made to train battalion personnel in the division's Air Academy. The first four day cycle was completed on 30 April with the battalion receiving well trained and oriented soldiers. Replacements are now assigned to the Air Academy on a weekly basis for replacement training.

(3) There were increased inspections of physical security force during the reporting period and weapons familiarization firing by 6th Transportation Battalion Guards and Reaction Forces was emphasized. Additionally, a construction project on RFG screens for eleven (11) bunkers was commenced during the reporting period.



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1 May 1970

SUBJECT: Operational Report - Lessons Learned, 6th Transportation Battalion (Truck), Period Ending 30 April 1970, RGS CSFOR-65 (R2).

(4) The 233rd Transportation Company (Heavy Truck) continued to operate with the assets and missions of a light truck company until 20 March 1970. On this date the unit was transferred to the 7th Transportation Battalion (Truck) and the 261st Transportation Company (Light Truck) was transferred from the 7th Transportation Battalion (Truck) to the 6th Transportation Battalion (Truck). The transfer was in actuality only a transfer of colors as all personnel and equipment remained in place.

g. Intelligence: There were two (2) reported incidents of enemy activity during the reporting quarter involving mines:

(1) Approximately 0125 hours on 1 March 1970 a night shuttle 5 ton tractor from the 321st Transportation Company detonated an unknown type mine at grid coordinates YT 030124 (Highway 34 - Bien Hoa to Long Binh) resulting in moderate damage to the tractor and negative injuries to the driver.

(2) Approximately 1100 hours on 9 April 1970 a 5 ton tractor from the 47th Transportation Company, 7th Transportation Battalion pulling a 5000 gallon FOL tanker in the 6th Battalion Quan Loi Convoy detonated a pressure type mine on QL 13 at grid coordinates XT 765824 resulting in heavy damage to the tractor and minor injuries to the driver.

h. Logistics:

(1) During this reporting period, continuation of the equipment serviceability and classification program resulted in the loss of the following numbers and types of task vehicles for salvage or rebuild actions:

(a) Truck, Tractor, 5 ton M52A1	-	25
(b) Truck, Tractor, 5 ton M52A2	-	10
(c) Truck, Cargo, 2½ ton M35A2C	-	2
(d) Truck, Utility, ½ ton M151	-	13

(2) During the same period, the following numbers and types of replacement vehicles were received:

(a) Truck, Tractor, 5 ton M52A1	-	36
(b) Truck, Tractor, 5 ton M52A2	-	2
(c) Truck, Cargo, 2½ ton, M35A2C	-	2
(d) Truck, Utility, ½ ton M151	-	15

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(3) Current shortages of task vehicles, control vehicles and recovery vehicles as of the end of this reporting period include:

(a) Truck, Tractor, 5 ton	-	0
(b) Wreckers, 5 ton	-	2
(c) 5000 gallon tanker	-	4
(d) 400 gallon water trailer	-	1

(4) During this period the battalion sustained no equipment combat losses.

(5) Vehicle deadline percentages for this reporting period have fluctuated from a low of 1% organizational deadline for 5 ton tractors during the month of February to 4% organizational deadline and 7% direct support deadline in February. Deadline percentage for 5 ton cargo trucks have varied from a low of 0% organizational deadline and 4% direct support deadline in February.

There has been steady improvement on parts availability since the 549th Light Maintenance Company (DS) has assumed the mission of technical supply support for the battalion. Assuming direct support on 15 March the 549th Maintenance Company has since expanded their contact team facilities, thereby increasing their capability for support.

(6) There still continues a maximum effort to reduce government loss through theft of vehicles. Inspections are conducted on a regular basis to insure all vehicles are properly secured and equipped with chains and locks.

## 2. LESSONS LEARNED: Commanders Observations, Evaluation and Recommendations.

a. Personnel: None

b. Intelligence: None

c. Operations:

(1) Item 1: The use of a modified loading plan for barrels of penetrant and/or asphalt.

Observation: The employment of a modified loading plan for barrels was initiated during the reporting period. It was observed that the forward shift of barrels, when loaded on a 12 ton S&P trailer perpendicular to the trailer axis, could be extreme when emergency braking was effected. To alleviate this problem the barrels were test loaded in differing configurations resulting in the formulation of loading patterns suitable for barrels. The new loading

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1 May 1970

SUBJECT: Operational Report - Lessons Learned, 6th Transportation Battalion  
(Truck), Period Ending 30 April 1970, RCS CSFOR-65 (R2).

procedure for local haul has a pyramid stack of barrels with their axis parallel to that of the trailer immediately behind the headboard and at the rear of the trailer. The pyramids are securely banded in place and actually lock the remaining barrels. The headboard of the trailer is then reinforced with two (2) inch steel banding. For line haul movement all barrels are loaded parallel to the trailer axis.


Evaluation: The shifting of barrels on 12 ton S&P trailers has been substantially reduced by the use of these modified loading procedures. The combined utilization of the new loads and reinforced headboards has resulted in a tighter, safer, and more durable load.

Recommendation: That the above described procedures for barrel loading be adopted until such time that boxed trailers can be made available to transport barrels.

- d. Organization: None
- e. Training: None
- f. Logistics: None
- g. Communications: None
- h. Material: None
- i. Other: None

2 Incls

- 1 - Organizational Chart
- 2 - Inspection Reports

  
L.A. FLORO JR.  
LTC, TC  
Commanding

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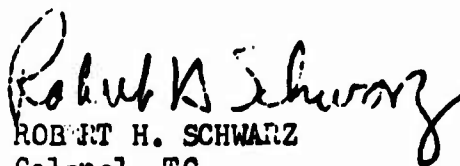
AFCA SQN AB CO (1 May 1970) 1st Ind  
SUBJECT: Operational Report - Lessons Learned, 6th Transportation  
Battalion (Truck), Period Ending 30 April 1970, RCS  
CSFOR - 65 (I-2)

DA, HEADQUARTERS, 48TH TRANSPORTATION GROUP (MOTOR TRANSPORT), APO 96491  
10 May 1970

THRU: Commanding Officer, US Army Support Command, Saigon, APO 96491

TO: Assistant Chief of Staff, Force Development, Department of the Army,  
Washington, D. C. 20310

1. The Operational Report - Lessons Learned submitted by Headquarters, 6th Transportation Battalion for the quarter ending 30 April 1970, is forwarded.
2. Pertinent comments follow: Reference paragraph 2 c (1), concur with modified barrel loading plan.
3. Concur with basic report.

  
ROBERT H. SCHWARZ  
Colonel, TC  
Commanding

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AVCA SCH GO MH (1 May 70) 2nd Ind  
SUBJECT: Operational Report - Lessons Learned, 6th Transportation  
Battalion, Period Ending 30 April 1970, RCS CSFOR-65 (R2)

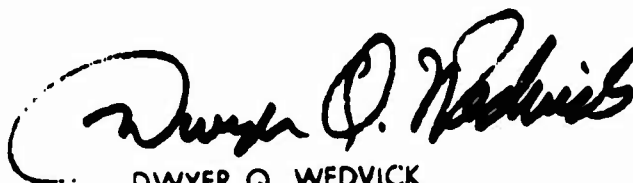
HQ, US Army Support Command, Saigon, APC 96471 22 MAY 1970

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

Commanding General, 1st Logistical Command, AFN: AVCA GC-MH,  
AFN 96384

Lessons learned, observations, and recommendations are concurred in  
by this command.

FOR THE COMMANDER:



DWYER Q. WEDVICK  
Captain, AGC  
Asst AG

CC:  
6th Trans Bn

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AVCA GO-MH (14Jun70) 3rd Ind

SUBJECT: Operational Report - Lessons Learned, 6th Transportation Battalion,  
Period Ending 30 April 1970, RCS CSFOR-65 (R2)

DA, Headquarters, 1st Logistical Command, APO 96384

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,  
APO 96375

1. The Operational Report - Lessons Learned submitted by Headquarters, 6th Transportation Battalion for the quarterly period ending 30 April 1970 is forwarded.

2. Due to closing of this headquarters, staffing cannot be completed. Normal staffing will be done by Headquarters, USARV.

*Thomas M. Purcell*

THOMAS M. PURCELL  
1LT, TC  
CO, 15th MHD

AVHGC-DST (1 May 70) 4th Ind  
SUBJECT: Operational Report - Lessons Learned, 6th Transportation  
Battalion (Truck), Period Ending 30 April 1970, RCS CSFOR-65  
(R2).

Headquarters, United States Army, Vietnam, APO San Francisco 96375

9 JUL 1970

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 6th Transportation Battalion (Truck) and concurs with comments of indorsing headquarters.

FOR THE COMMANDER:



CPT, AGC

Assistant Adjutant General

CF:  
HQ, 6th Trans Bn (Truck)  
USA Spt Comd, Saigon

GPOP-DT (1 May 70) 5th Ind

SUBJECT: Operational Report of HQ, 6th Transportation Battalion (Truck)  
for Period Ending 30 April 1970, RCS CSFOR-65 (R2)

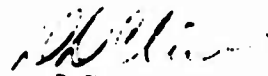
HQ, US Army, Pacific, APO San Francisco 96558

20 JUL 70

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

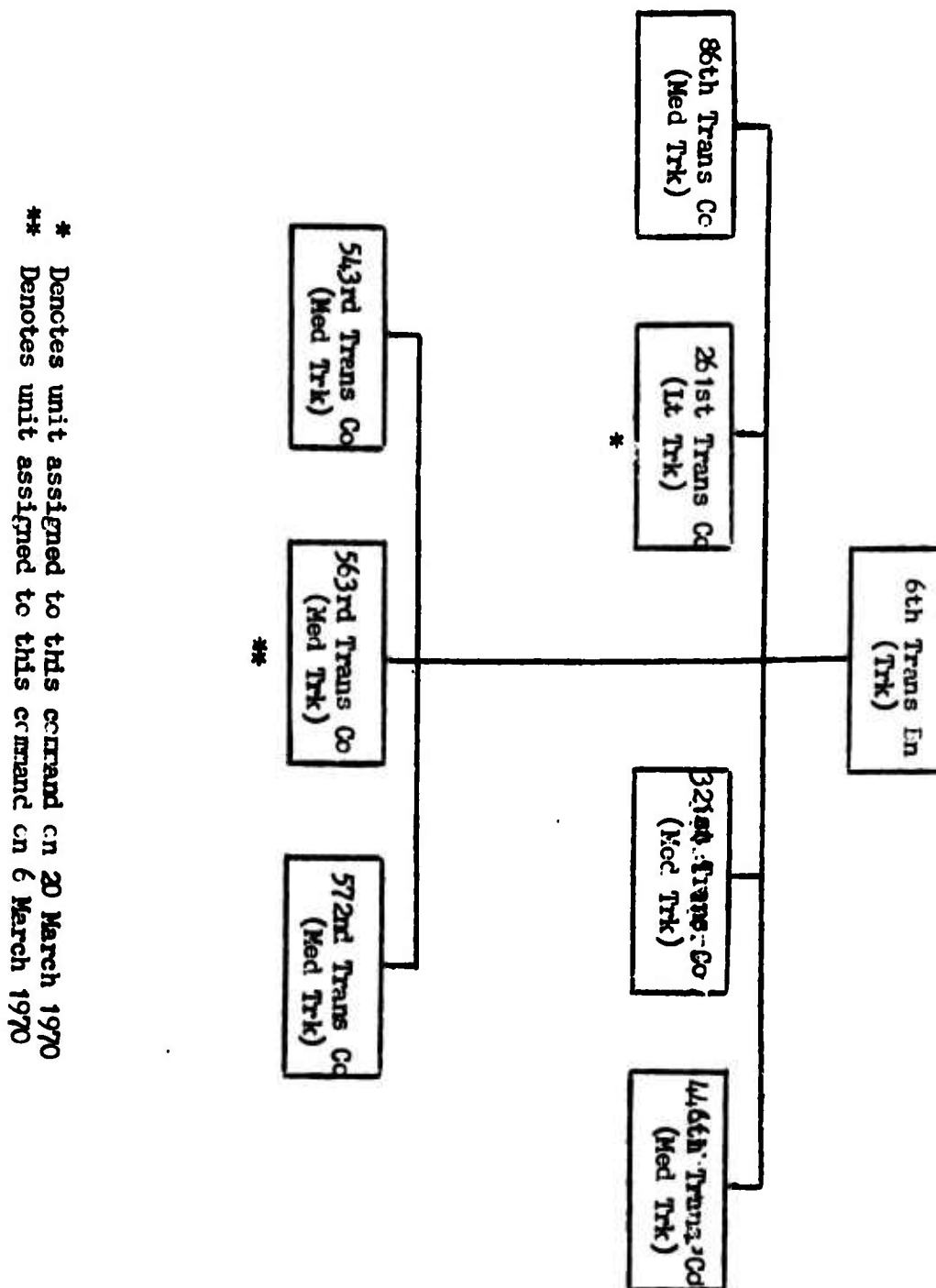
FOR THE COMMANDER IN CHIEF:



D.D. CLINE  
2LT, AGC  
Asst AG



INCLOSURE 1 (Organisational Chart) to Operational Report of the 6th Transportation Battalion (Truck) for Quarterly Period Ending 30 April 1970, RCS CSFOR-65 (R2).



\* Denotes unit assigned to this command on 20 March 1970  
 \*\* Denotes unit assigned to this command on 6 March 1970

INCLOSURE 2 (Inspections) to Operational Report of the 6th Transportation Battalion (Truck) for Quarterly Period Ending 30 April 1970, RCS CSFOR-65 (R2).

1. Command Maintenance Management Inspections: The following units were inspected during the reporting period and achieved the scores indicated:

<u>UNIT</u>	<u>DATE</u>	<u>RATING</u>
86th Trans Co (Med Trk)	13 February 1970	Satisfactory
321st Trans Co (Med Trk)	23 February 1970	Satisfactory
543rd Trans Co (Med Trk)	10 March 1970	Satisfactory
563rd Trans Co (Med Trk)	10 April 1970	Satisfactory

2. Annual General Inspection: None

Inclosure 2

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